

Amendments to the CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF CLAIMS:

1-7. (Canceled).

8. (Currently Amended) A method for detecting an object using vehicle-mounted sensors, comprising:

transmitting sensing signals from a first sensor and a second sensor, wherein the sensing signals of the first sensor and the second sensor have substantially coincident sensing ranges;

transmitting sensing signals from a third sensor, wherein the sensing signals of the third sensor have a sensing range that overlaps only partially with the sensing ranges of the sensing signals of the first sensor and the second sensor; and

determining a detected object as being relevant if the detected object is detected by at least ~~two~~ of the first sensor, the second sensor and the third sensor.

9. (Currently Amended) A vehicle-mounted system for detecting an object, comprising:

a first sensor and a second sensor positioned at one longitudinal end of a vehicle, the first sensor and the second sensor being in essentially a single plane; and

a third sensor positioned at the one longitudinal end of the vehicle, the third sensor having a sensing angle that is smaller than sensing angles of the first sensor and the second sensor;

wherein a detected object is determined as being relevant if the detected object is detected by at least ~~two~~ of the first sensor, the second sensor and the third sensor, and

wherein a sensing range of the first sensor and the second sensor are substantially coincident.

10. (Previously Presented) The system as recited in Claim 9, wherein the sensing angles of the first sensor and the second sensor are between +/-50 degrees and +/-60 degrees.

11. (Previously Presented) The system as recited in Claim 9, wherein the sensing angle of the third sensor is configured to be changeable.

12. (Previously Presented) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changed so as to be adapted to the width of a road lane.

13. (Previously Presented) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changeable by one of a manual switch command and an automatic device.

14. (Previously Presented) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changeable by a control signal of a navigation system.

15. (Previously Presented) The system as recited in Claim 10, wherein the sensing angle of the third sensor is changeable so as to be adapted to the width of a road lane.

16. (Previously Presented) The system as recited in Claim 15, wherein the sensing angle of the third sensor is changeable by one of a manual switch command and an automatic device.

17. (Previously Presented) The system as recited in Claim 15, wherein the sensing angle of the third sensor is changeable by a control signal of a navigation system.

18. (Previously Presented) The system as recited in Claim 15, wherein the sensing angle of the third sensor is changeable by a control signal derived from sensing signals of the first, second and third sensors.

19. (Previously Presented) The system as recited in Claim 11, wherein the sensing angle of the third sensor is changeable by a control signal derived from sensing signals of the first, second and third sensors.